

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 6834

三初月七年四十三緒光

THURSDAY, JULY 30, 1908.

四拜禮

號十三月七年七英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,120,000

Head Office—YOKOHAMA

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWORAWANG.
LONDON. DALNY.
YOKOHAMA. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

On fixed deposit:—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "
TAKKO TAKAMICHI,
Manager.

Hongkong, 23rd March, 1908.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$1,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$1,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:—
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 8th April, 1908.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000
RESERVE FUND £1,525,000
RESERVE LIABILITY OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3% " "

" 3 " 2% " "

JOHN ARMSTRONG,

Manager.

Hongkong, 13th May, 1908.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshawsky & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne

Frankfurt

Jacob S. H. Stern

Hamburg

Vereinsbank in Hamburg, Hamburg

Sal. Oppenheim Jr. & Co., Koeln.

Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,

Manager.

Hongkong, 4th December, 1907.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000

STERLING
£1,500,000 at 2/- = \$11,000,000
SILVER \$15,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000.

COURT OF DIRECTORS:

E. Shollin, Esq.—Chairman.

W. J. Gresson, Esq.—Joint Chairman.

E. G. Barrett, Esq.—O. R. Louman, Esq.

O. G. R. Broderick, Esq.—R. Shaw, Esq.

G. Friesland, Esq.—Hon. Mr. H. A. W.

O. S. Gubbay, Esq.—Slade.

W. Helms, Esq.—H. E. Tomkins, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTRY

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent

per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent. per Annum.

For 6 months, 3 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 14th July, 1908.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits allowed at 3 1/2 PER

CENT. per annum.

Depositors may transfer at their option

balances of 100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000)

RESERVE FUND FL 5,752,884.84

(about £479,407.)

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cheribon,

Tegal, Pecalongan, Pasuruan, Tjilatjap,

Padang, Medan (Deli), Palembang, Kota-

Kadja (Achese), Bandjermasin.

Correspondents at Macassar, Bombay, Colo-

mba, Madras, Pondicherry, Calcutta, Ban-

kok, Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues

letters of credit on its Branches and cor-
respondents in the East, on the Continent, in

Great Britain, America, and Australia, and

transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily

balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 16th July 1908.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for

the above Company, we shall be

pleased to give any information as to rates of

passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 31st July, 1907.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA NVANZA About 31st July. Freight and Passage.

SHANGHAI {DELHI About 6th August. Freight and Passage.

LONDON, &c., via usual Ports {MARMORA 8th August. See Special.

For Further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 25th July, 1908.

Intimations.

LANE, CRAWFORD & CO.

LARGE SELECTION

OF

BATH ROBES

FOR

LADIES & GENTLEMEN.

A MOST USEFUL WRAP

FOR

BATHING PARTIES.

Ladies' and Gentlemen's
BATHING COSTUMES.

LANE, CRAWFORD & CO.

V. O. S.

AND

EXTRA SPECIAL FINEST

LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.



Telephone

No. 75.

Hongkong, 2nd July, 1908.

THE SAVOY,

13, Queen's Road Central.

FIRST CLASS GOODS:

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow

Drawn Work, &c.

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar

at pupil's residence.

Evening engagements for Dances and

Concerts.

Apply to—

R. J. LOPES,

C/o Hongkong Telegraph Office.

Hongkong, 9th March, 1908.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.30 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.

every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and

11.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDING,

Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 24th June, 1907.

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND

THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons,

"HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M.

(Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodations.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing

Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00

Do. do. do. Monday do. \$6.00

CANTON-MACAO LINE.

S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

Intimation.

Wm. Powell, Ltd.,

Gentlemen's Department,
28, Queen's Road.

Direct Importers
GENTLEMEN'S PANAMA HATS.

Smart and Exclusive NECKWEAR.

Specialists in Gentlemen's Hosiery.

Cool and Durable SINGLETS AND SHIRTS.

Latest Patterns in SOCKS.

Wm. Powell, Ltd.,

General Drapers, Furnishers,
Des Vieux Road,
and
28, Queen's Road,
HONGKONG.
Hongkong, 18th July, 1908.

Entertainment.

VOLUNTEER CONCERT.

A GRAND PROMENADE CONCERT will be held on the VOLUNTEER PARADE GROUND on SATURDAY, (the 1st August), at 9.15 P.M.

By kind permission of Lieut. Colonel A. F. B. Glover, D.S.O., and Officers of the 3rd Middlesex Regt. the Regimental Band will attend.

Tickets 2s and 1s can be had from Volunteer Headquarters and Messrs. Kelly and Walsh.

A. C. APFAN, Lt. Colonel, Commandant H.K. Vol. Corps. Hongkong, 25th July, 1908. [73]

Public Companies.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FOURTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company, will be held at the Office of the Company, Hotel Mission, on TUESDAY, the 11th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a statement of Accounts, declaring a Dividend, confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th July to 11th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 18th July, 1908. [682]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 24th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 28th July, 1908. [708]

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.85 per Bag ex Factory.

SHEWAN TOMES & Co., General Managers.
Hongkong, 28th April, 1908. [25]

TYPEWRITERS

A SPECIALITY
OVER TEN YEARS' EXPERIENCE
OF
CLEANING, OVERHAULING,
and REPAIRING
ALL BROKEN PARTS.
SATISFACTION GUARANTEED.
ALSO
FOR SALE AND HIRE.
MODERATE CHARGES.

MOTOR LAUNCHES

ON HIRE
AT BLAKE PIER.
A GREAT BOON TO PASSENGERS
TO AND FROM STEAMERS
AND
ALSO ROUND THE ISLAND FOR
PICNIC PARTIES, &c.
Fares from \$2 per Hour.

HUMBER CYCLES AGENCY.

DRAGON CYCLE
DEPOT,
35A 35 DES VIEUX ROAD.
Hongkong, 18th July, 1908. [64]

Notices of Firms.

NOTICE.

NOTICE is hereby given that HU WING, alias HU KING CHUN, at one time Assistant Manager of the TUNG WING BUTCHERY, No. 1, Central Market, has, from the 26th July, 1908, ceased his connection with the Tung Wing firm.

The Undersigned will not be Responsible for any Debts or other obligations entered into by the said HU WING alias HU KING CHUN, either in his own name or on behalf of the Tung Wing Butchery.

TUNG WING,
No. 1, Central Market.
Hongkong, 27th July, 1908. [704]

KOWLOON HOTEL.

NOTICE.

THE Undersigned begs to Notify his Clients and the Public generally that he has admitted Mr. P. E. FRED STONE into PARTNERSHIP with him in the business of the above Hotel, from 1st July, 1908, under the name and style of "OWEN STONE & Co."

O. E. OWEN, Proprietor.

NOTICE.

M. R. E. FRED STONE has the pleasure to inform his numerous Friends and Acquaintances (above and abroad) that he has joined Mr. O. E. OWEN as a PARTNER in the business of the KOWLOON HOTEL, from the 1st July, 1908, under the name and style of "OWEN STONE & Co."

He trusts that they will extend to the new Firm a Share of their patronage.
Hongkong, 13th July, 1908. [663]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

on SATURDAY, the 1st August, 1908, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vieux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF JAPANESE CURIOS, comprising—

KINKOSAN SATSUMA TEA SETS, VASES, BOWLS, F. ARTS, MAKUZY and various kinds of PORCELAIN WARE, DINNER TEA and COFFEE SERVICES, SILK-EMBROIDERED BED and TABLE COVERS, GOWNS, SCREENS, GOLD and SILVER CLOISONNE WARE, BRONZE and BRASS WARE, &c., &c.

TERMS:—As usual.
HUGHES & HOUGH, Auctioneers.
Hongkong, 29th July, 1908. [713]

Intimations.

F. BLACKHEAD & Co., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION-AGENTS,
GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM and
P. & O. SPECIAL LIQUOR SMOOTH WHISKY, &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
HONGKONG, 28th March, 1908. [64]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP.....\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.
SHEWAN, TOMES & Co., General Managers.
Hongkong, 19th March, 1908. [48]

LEE YEE HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.
19, PAGULAN STREET, HONGKONG.
Hongkong, 24 September, 1907. [65]

THE BOYCOTT OF JAPAN.

Reports from the Orient indicate that the Chinese boycott of Japan and of Japanese made goods is having a very serious effect upon trade in the island kingdom. According to a disinterested traveller, the effects of the boycott are so keenly felt that the Japanese government is seriously contemplating to remit the indemnity exacted in the 'Taiwan' case, for the purpose of conciliating Chinese opinion, which has been aroused over the matter as it never was aroused before.

This boycott, following the abortive one upon American goods, is one of the first manifestations of a real national sentiment which has ever been seen in China. It has been encouraged by the reform element largely upon that very account. China has remained supine under indignities so long that this manifestation of national resentment has been somewhat surprising to all who have followed the course of events there. As compared with some of the indignities put upon China, the 'Taiwan' case incident was really insignificant, however much it would have aroused national resentment in countries where there has always been a national sentiment to arouse.

It is a warning to the world that China has come to the parting of the ways. That if unable, as yet, to defend itself with arms from outside aggressions or insults to its nationality, it can use the peaceful weapon of trade discrimination, not by legislation which might be resented, but by concert of action, which will react severely upon the trade of the offending country. It is one of the many symptoms of the shaking off of the lethargy of centuries, and the commencement of a progressive movement, which will in time make China a power to be reckoned with.—*Settle Post Intelligence.*

BURNS-SQUIRES FIGHT.

THE AUSTRALIAN KNOCKED OUT AGAIN.

Tommy Burns, the Canadian heavy-weight champion of the world, had a pretty hard fight with Bill Squires in the last fight with the Australian in Paris, according to English exchanges just to hand.

The first three rounds were Squires' who got a straight left home to the face almost as he pleased. Burns, however, seemed to care little for the job, but was continually on the watch for Squires' famous right. Not once was the Australian able to get home his sleep producer. As a result of Squires' hard aggressive work during the early stages of the battle he was pretty well tired out when Burns began to hit up his true pace.

The first part of the fourth round was the tamer of them all. Both men were taking matters easy until the very end, when Squires hooked a terrific right to the jaw, sending Tommy reeling across the ring and all but out. Before Squires could land another blow the bell sounded and saved Burns the title. It was a narrow escape from sure defeat.

The fifth round seemed to put Burns' chances in danger and the crowd was in a frenzy of excitement. But when time was called Tommy bounded out of his corner with a leap and jabbed Squires three times before he could cover up. But Burns was content to let his opponent do most of the work throughout this round. He was waiting for Squires to tire himself out from his own exertions.

In the sixth Squires began to show signs of fatigue, and it was soon evident that the champion was as sound as ever. But at that Squires held his own, hitting hard and fast, and constantly landing home with his left, which barred Burns' attack which increased in rapidity.

In the seventh round Squires, realizing that his opponent was in better shape, tried hard to end it all with a lone blow. Time and again he swung his right for the head, and every time Burns would either duck, sidestep or block the blow. In fact, Squires didn't land a single good punch during the entire spasm. In the clinches alone was he able to touch Tommy. He seemed to have forgotten all about his left, which he had worked with such good effect during the early rounds. Just as the gong sounded Burns whipped a terrific right to the body and Bill was very weak as he bubbled to his corner. The seventh round was all Tommy's. He rushed Squires all over the ring.

The eighth and last round was over in a few seconds. Tommy jumped out of his corner, feinted with his left and then shot a terrible short right to the stomach. Squires sank to the mat, and it was fully five minutes before he recovered.

Indescribable excitement ensued, the crowd rushing up to the ring and greeting the winner. Many smart dressed women, who had watched the battle, were among the first to shake Burns' hand.

VOLUNTEER CORPS ORDERS.

TAIKOO DETACHMENT.

Parade.—At Taikoo at 5.30 p.m. on Thursday, the 6th August 1908 for gun drill: Sergt. Esford, R.O.A., will attend.

ENGINEER COMPANY.

Parade.—At West Fort, Kowloon, at 9 p.m. on Wednesday, the 5th August, 1908, for technical instructions.

STRAUCK OFF.

2/Lieut. G. Blood died on the 26th instant, and is struck off the strength of the Corps with effect from that date.

RESIGNED.

Gunner J. A. Young is permitted to resign with effect from the 22nd instant.
Sapper R. A. Taylor is permitted to resign on leaving the Colony with effect from the 22nd instant.

Sergeant J. Marshall is permitted to resign with effect from the 23rd instant.

LEAVE.

Gunner H. Pearson is granted leave of absence out of the Colony for 3 months with effect from the 23rd instant.

CADET COMPANY.

The Eagle Band will parade at Headquarters on Thursday, 30th July, at 4.15 p.m.

Intimations.

CONFIDENCE.

said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines

WAMPOL'S PREPARATION

has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, Anemia, Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust to it forever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, 3rd August.
Hongkong, 25th July, 1908. [698]

HOUSE.

WANTED, from about the end of August, a SMALL HOUSE in the Kennedy Road, Macdonnell Road, or vicinity.
Please reply to—
A. B. C.,
C/o Hongkong Telegraph.
Hongkong, 27th July, 1908. [705]

GUNS

DIRECT from the manufacturers at lowest prices. 12 bore Double Breachloaders from 30/6 each. Illustrated catalogue of latest model Shot Guns, Combination Guns, Sporting Rifles, &c., post free. D. JAMES & REYNOLDS, George Street, Minorities, London, E.C. England. [688]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that WILLIAM GRIFFITH HUMPHREYS and WILLIAM BLACK, trading as W. G. HUMPHREYS & Co., Merchants and Commission Agents, have, on the 24th day of February, 1908, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark—

The representation of a Phoenix standing upon a flower with a Chinese cash coin suspended from its beak by a cord. On the feathers of the tail are the Chinese characters 紹昌洋行 meaning SHIU CHEONG FOREIGN STORE which is the Chinese description of the firm of W. G. HUMPHREYS & Co.

In the name of WILLIAM GRIFFITH HUMPHREYS and WILLIAM BLACK, who claim to be the sole proprietors thereof. The Trade Mark has been used by the Applicants since 1905, in respect of RAZORS in Class 12.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the Undersigned.

Dated the 28th day of May, 1908.

WILKINSON & GRIST,
Solicitors for the Applicants.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 1 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods.
WM. FARLAE,
Manager.
Hongkong, 22nd June, 1908. [61]

Consignees.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.
DODWELL & CO. LIMITED,
Agents.
Hongkong, 29th July, 1908. [1020]

Consignees.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES FROM HAMBURG, LONDON AND STRAITS.

THE Steamship

"FLINTSHIRE."

Captain Cundy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 30th inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 24th July, 1908. [67]

FROM NEW YORK.

THE H. A. L. Steamship

"VANDALIA."

Captain Karberg, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding their discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st inst., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 25th July, 1908. [700]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ-REGENT LUITPOLD."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 4th of August, at 9.30 A.M.

All claims must reach us before the 5th of August, 1908, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

THIS STEAMER BRINGS CARGO.
Ex S.S. Feldmarschall from Africa transhipped at Aden.

NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.
Hongkong, 28th July, 1908. [8]

FROM EUROPE.

THE H. A. L. Steamship

"SLAVONIA."

Captain Peter, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding their discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th prox. at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 29th July, 1908. [711]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 31st instant, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO. LIMITED,
Agents.
Hongkong, 29th July, 1908. [712]

Intimations.



**A. S. WATSON & CO.,
LIMITED.**

ESTABLISHED A.D. 1841.

**OUR
AERATED
WATERS**

are guaranteed ABSOLUTELY PURE, being manufactured with the FINEST INGREDIENTS OBTAINABLE. These Waters are manufactured UNDER THE PERSONAL SUPERVISION OF ENGLISH EXPERTS.

The most up-to-date Automatic Plants and Appliances are employed, ensuring ENTIRE ABSENCE OF ANY FORM OF CONTAMINATION.

THIS SEASON'S SPECIALITIES

**LIME FRUIT
CHAMPAGNE,
DRY GINGER ALE**
in Splits:

Price \$1.20 per dozen.

Credit given of 60 cents per dozen for bottles returned in good condition.

**WATSON'S
FRUIT SYRUPS**

Mixed with Aerated or plain water make

**DELICIOUS COOLING
DRINKS.**

Guaranteed to be made from the PURE JUICE OF SOUND RIPE FRUIT.

**A. S. WATSON & CO.,
LIMITED,**

HONGKONG, CHINA & MANILA.

Established 1841.
Hongkong, 18th July, 1908. (33)

DEATHS.

On July 21, 1908, at Shanghai, KATHLEEN ELIZABETH, daughter of F. W. Stewart, aged 11 months.

On July 23, 1908, at Shanghai, the infant daughter of R. W. THOMAS, aged 13 days.

The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 30, 1908.

**CHINESE KNIGHTSHIP
THWARTED IN JAVA.**

It is somewhat curious that the Dutch, who are generally recognised to be an exceedingly long-headed and shrewd people, should, if only from the point of view of self-interest, neglect the opportunity of ensuring the prosperity of their Eastern colonies by attempting to conciliate the Chinese settlers in Java. The Dutch, like the British, are a proud race, but in the eyes of other colonising nations they carry their pride of caste to abnormal lengths, when they refuse the ordinary privileges of citizenship to the very people who are best qualified to build up their overseas possessions. It is no new characteristic of the Dutch; this attitude of aloofness where native races are concerned; rather it is an inherent trait which apparently cannot be eradicated. The Boers in South Africa carried their haughtiness towards the Kaffirs to the point of exaggeration, except when it came to meting out punishment which they did with a firm hand. But the Chinese cannot be placed on a par with the negroes of South Africa, particularly as the Chinese belong to an intelligent and independent race, with a history stretching back into the mists of antiquity. Without the Chinese the Straits Settlements and the Federated Malay States would be insignificant red splashes on the map, for the Malay has no stomach for anything savouring of hard work, and as far as the Malay is concerned the tin-mines of Malaysia might have remained virgin land for ever and a day. With the advent of the Chinese began that period of prosperity which has converted the Malay States into an agglomeration of rich satellites, and directed the attention of London financiers to their future prospects and potentialities. It is unnecessary to labour the point that English investors are not going to place their money in projects organised in countries of which they know nothing beyond the fact that British Residents are appointed to govern and advise the rulers. But when they

learn that there is an abundance of cheap labour, mostly if not entirely Chinese, that law and order prevail, and that securities and property are respected they do not hesitate to embark in schemes which have the imprimatur of those officials who have spent half their lives in the East. And all this success which has attended the development of Malaysia may be attributed generally to the freedom permitted the Chinese who have come from Swatow and Canton to make their fortune at tin-mining, in agricultural pursuits, or in business. The liberty of the Chinese in the Southern British possessions is just as fully safeguarded as that of the British-born, or for that matter of any European. He can go whither he listeth without question so long as he keeps inside the elastic laws of the Settlements. Many British even go the length of asserting that a Chinaman in Singapore and the Malay States enjoys far more liberty than the governing race, which, of course, is a matter of opinion. But this much is certain, that a European who contravenes the law is usually subjected to far heavier punishment than the Chinaman, on the principle that the former should know better and conduct himself with greater propriety. Such a state of affairs as we have described is foreign to the Dutch mind, if we are to judge from the conditions which obtain in Java, probably the most valuable and important Colony under the Dutch Crown. The *Peter Pioneer*, which regards the disabilities of the Chinese in Java through spectacles which have been ground and polished in the freer atmosphere of the Malay peninsula, has been describing the position of the Chinese under Dutch rule in a friendly spirit, the underlying view being one of wonder, that the Dutch should be so short-sighted that they fail to recognise the benefits which would accrue to them personally and to their country if they were less contemptuous of the Chinese immigrant. In a recent article our contemporary observes that in the Colonies of the Straits Settlements and in the F. M. S., the Chinese are permitted to travel about free, hither and thither, wherever they choose, without hindrance or molestation, or any question being asked. Not so, however, is this the case in the Dutch possession where they are kept under very strict surveillance. When the Chinaman enters Java, he must at once comply with the strict Registration laws; his freedom to roam about wherever he pleases, which he enjoys without stint in British possessions, is at once cut short. The towns are divided into districts, which are again further sub-divided for police purposes, each division is carefully watched by the appointed "scout," who, with the assistance of his underlings, is supposed to know every resident or inhabitant in his sub-division, and should the Chinaman desire to proceed to another division, or say only a few miles distant he cannot do so without first obtaining the necessary permit. The result of such curtailment of the liberty of the individual, and the hampering and impeding of his movements cannot but have the consequent discouraging effect, with the result that whereas the lowlands of Hongkong, Singapore, Penang, etc., are full of bustle and business "hum," the streets of towns in the Dutch possessions present a quiet, lifeless, deserted, medieval appearance. Of further disabilities which the Chinese have to undergo, may be mentioned that, though forming by far the wealthiest portion of the community, and in fact being in reality the business "backbone" of the Colony, to the extent of providing three-quarters of the annual revenue, still they are not permitted to have any voice or representative on any Council. Another grievance mentioned by the *Pioneer* is of a social character. "Whereas the average Britisher has no objection to conversing in English with an intelligent Chinese, such is not the case with the Dutch Colonist or Government official, who, on no account whatever, will hold converse in other than through the medium of ordinary Malay, by the Chinese ever so wealthy or intelligent." There are also several forms of taxation which are considered objectionable and certainly, in the opinion of Britishers, are calculated to violate the principle of the sanctity of the home. It seems that a tax is levied on the value of the Chinese houses and the furniture which he has collected in order to make his home worthy of himself and his family. The tax assessor makes an annual visit to these Chinese households and pokes about the rooms appraising the value of the furniture, the pictures, the portraits of ancestors, the porcelain ware, etc., and makes his report in accordance with his own ideas. That would seem to be an admirable plan for the encouragement of bribery and corruption. With regard to the income tax, which is apparently a sore point with the Chinese, the *Pioneer* quotes the following from a newspaper whose name is not given: "Chinese traders and merchants at Batavia feel restless under the income tax assessment now imposed there. The Assessors, so they think, pry too much into their profits. The Assessors ask for the turnover of the business, and then fix the profit at will, following the advice of their Chinese assistants who receive eight per cent of the collections at 400,000. As a

matter of course, the assessed dealers find their profits estimated too high. The assessors have no faith in the figures supplied by the taxpayers, and do not trust their books. The Chinese feel so aggrieved that they intend to petition the Government against this system of fixing profits at random at the caprice of the Assessors." The details of the manner in which the income of the well-to-do Chinese merchant is calculated may be objectionable, and the allowance of eight per cent of the collections to the assessors who compute the wealth of the taxpayers is a decided incentive to swell the turnover of the taxpayer's business in order that the "bounty" may be increased, but when all is said and done the Chinese are very like the British when it comes to stating their annual income. The *Pioneer* remarks that this is a question which might be considered by the Colonial authorities when the sale of opium is prohibited, and we may endorse that suggestion. Leaving the question of taxation on one side, however, it certainly does appear as if the Chinese in Java were unnecessarily kept under the heel of the rulers, and are therefore debarrd from exercising their natural enterprising faculties to that extent which in the end would unquestionably prove of advantage to the Dutch possessions.

LOCAL AND GENERAL.

* * THE report of the Legislative Council, telegrams, Canton notes, the Steamboat Co's half-yearly report and other interesting items are printed on page 7.

A CHINAMAN accidentally fell from the Tak Wan tea-house near the Fire Brigade station to-day, and was instantaneously killed.

TIX amount collected by the Tung Wa Hospital in aid of the Canton Relief Fund is now \$276,948, exclusive of the proceeds from the Kennedytown B. 231st.

THE Huai and Go Rivers are in flood. Large sections of the country are inundated. Many houses in this city have been destroyed, and eight people have been killed.

THE Emperor of Japan has presented Dr. R. Koch with a silver vase two feet in height, and two feet six inches in diameter with three chrysanthemum ornaments. The vase is on an ebony stand in a case lined with velvet.

A COOLIE, by name Ua Kwong Hing, about twenty-three years of age, dropped dead in Queen's Road Central yesterday. The coolie was seen sunning along the road, having come from the Military Hospital in Bowen Road, when he was seen to stagger and fall. When he was picked up life was found to be extinct. Death was due to heart failure.

RETURN of visitors to the City Hall Library and Museum for the week ending the 26th July, 1908:—

	Library.	Museum.
Non-Chinese.....	333	134
Chinese.....	136	1483
Total.....	469	1617

A TIENTSIN dispatch reports that the Yung-tung river embankments at the village of Chang-tai, in the district of Ninghsien, Chihli province, has been braced by freshets caused by the recent disastrous flood in the vicinity. A relief party sent by the Chihli Viceroy has taken with it some 115,000 and other supplies to distribute amongst the sufferers.

It is understood that before sending his acceptance of his nomination as Republican candidate for the Presidency, Mr. W. H. Taft submitted a draft of his letter to President Roosevelt. Mr. Samuel Compers, President of the American Federation of Labour, has declared officially that the support of the labour Party is to be given to Mr. W. J. Bryan.

IN the Supreme Court, this morning, Li Yam Tong, trading as the Kwong On Company, of 11, Cochrane Street, soda manufacturers, brought an action against the Sum Wo Company, of 148, Queen's Road West, soap and soda manufacturers, to recover three casks of soda, which the plaintiff alleged had been wrongfully removed from his godown at Mongkok by the plaintiff. He also claimed damages in the sum of \$1,000. The defendant denied the allegation, holding that the three casks had been removed with the permission of the plaintiff, for which a receipt was given. The case was adjourned. Mr. Atkinson, of Messrs. Deacon, Looker and Deacon, was for the plaintiff, Mr. P. S. Dixon, being for the defence.

ON the evening of the 14th July a most regrettable fracas occurred in Telegraph Lane, between French and British soldiers, in which one Frenchman was bruised and one Britisher seriously stabbed in three places. It appears that some British soldiers had been fraternising with three French soldiers in the Barracks and the party afterwards went out together. While drinking together in Telegraph Lane an altercation arose between two of the French soldiers. One of the British soldiers rose and attempted to pacify the disputants but, not being able to speak French, his action was misunderstood and one of the Frenchmen drew his bayonet and attacked him, stabbing him in the neck below the heart and in the abdomen. One of the Britishers' comrades told the Frenchman with a blow from the butt end of a billiard cue which was handy. The affair practically ended here and the two wounded men were promptly conveyed to their respective hospitals. The Frenchman was understood to be seriously hurt by the Britisher. It is a very precarious condition—CHINESE PUBLIC OPINION.

The Governor's Trials.

SYMPATHY WITH TYPHOON SUFFERERS.

PUBLIC WORKS DAMAGES ESTIMATED AT \$100,000.

Before dealing with the ordinary business at the Legislative Council this afternoon, His Excellency the Governor referred to the disastrous effects of the typhoon.

His Excellency the Governor—Before we proceed to the business of the day, I think it would be fitting if I said two or three words regarding the terrible disaster which has befallen this Colony on the night of the 27th. I am told the force of the wind in this last typhoon was very much greater than that of what is generally known as the great typhoon of September, 1906. But I am glad to say that so far as we are aware—with the one terrible exception of the loss of the *Ying King*, a vessel which is said to have had on board from 225 to 300 passengers, of whom about 50 were saved—with that one terrible exception I believe the loss of life in the harbour, has been on this occasion very greatly less than on the former, and in fact I hope that when all the reports have been received we shall find it is comparatively small. But while the loss of life has not been so bad we still deplore an enormous loss of property at sea. A very large number of junks and other vessels have been driven ashore and wrecked and sunk, and in consequence the livelihood of a large number of people, Chinese, has been taken from them. The loss on shore is, I am told, very much greater than it was in September, 1906. I cannot give the Council any accurate details and therefore I will not attempt to give any details at all, because the reports are still coming in and we don't know exactly what damage has been done. We know there has also been a very considerable loss of life on shore through the falling of different houses in various Chinese quarters, especially in Yau-ma-tei. But I hope that when we have the full reports we shall find that any anticipations of great loss of life will not be verified. It is a terrible thing, gentlemen, to think of the number of people who are injured and the number that has been killed, but on most of these occasions, and I think pre-eminently on this occasion, there is one relieving point. We hear on all sides of the gallant way in which all the community rose to the occasion and rendered help to those who needed it. The police of Hongkong have nobly maintained the reputation of which they are the proud possessors for gallantry in such circumstances and for devotion to duty. We hear, too, of the gallant rescue by one of the boats of the Royal Navy and there are many, almost countless, instances of individual gallantry by members of this community of all ranks and grades of society. I have received two telegrams, so far, one from my predecessor Sir Matthew Nathan, conveying his regret at the terrible news which has been published in the local papers; and another which I received, this morning from Admiral Lambton in the same sense. I have not received so far any telegrams from the Secretary of State because I only telegraphed myself somewhat late when I could send something like reliable news of what had happened. In all probability I shall get his reply to that telegram before the day closes. Our finances, I am sorry to say, we have had reason to discuss very frequently late in this Council. The losses to Government property I anticipate will reach about \$100,000, and that will be a considerable blow in the present state of the Colony's finances. My predecessor in this Council, immediately after the typhoon of 1906, spoke of the set-back which the Colony had then received, and he expressed confidence that it would be met in an undaunted spirit. We have on this occasion more material losses to regret than there were on that occasion, and I have no less confidence than he had that it will be necessary to raise any fund for the relief of the distress, as there are balances in hand from the last fund, but at the same time I cannot speak absolutely in this matter because, as I said, I have not got the full reports from the various districts. I am in hopes that, from what I have heard, throughout the greater part of the New Territories the crops for the season had already been harvested and that great loss, at any rate, has been avoided.

The Harbour Master: If I may be permitted to say a few words, since I am in my report of the damage done in the harbour, I have found there is no inaccuracy. It is to the effect that No. 3 police launch, a reported loss in Mirs Bay, is perfectly safe. There are one or two other little matters—for instance, with regard to lighthouses. When I put in my official report yesterday I had not got any news from the lighthouses. I find there is no damage whatever to any of the lighthouses in the Colony (applause).

The subject then dropped.

FIRE IN DES VŒUX ROAD.

Shortly before two o'clock this afternoon, a fire broke out in one of the old buildings in Des Vœux Road, next to the premises occupied by the Hongkong Cinema. The Fire Brigade was promptly notified, and in a few minutes the men were on the scene of the outbreak. H.M.S. *Tamir* landed a party with a fire-boat and co-operated with the Fire Brigade in extinguishing the fire. The hoses were soon brought to play, and in a short time the fire was under control. The cause of the fire is not known.

At the Police Court, this morning, a pauper paid a fine of \$5 for breaching the American *Lines Mongkok* without the Captain's permission. Lance-sergeant Edwards, of the Water Police, prosecuted.

Purchase of the "St. Enoch."

"GROSS MIS-STATEMENTS."

STINGING FACTS AND FIGURES GIVEN BY THE D.P.W.

At the meeting of the Hongkong Legislative Council, which was held this afternoon, the Colonial Secretary moved the adoption of the Financial Committee's report.

Mr. Slade: Before this vote is taken I should like to ask for some information on one point. It is with reference to the vote for \$185,500 in connection with the typhoon, refuge for small craft. That, I understand, includes the cost of the dredger *St. Enoch*, which was purchased for £15,000. I was not here at the last meeting and did not hear the explanations that were given at the Finance Committee, but since my return to the Colony I have seen a statement in one of the morning papers (*South China Morning Post*) in which it is stated that by this purchase—£15,000 for the *St. Enoch*—the Government has cost the taxpayers \$100,000 more than it might have done. I presume that means that the Government might have bought the dredger *Canton River* at the cost of £5,000, which shows the difference between the two amounts. I can hardly see that that is possible, as I happen to know myself a certain amount about the cost of the *Canton River* to its present owners, and I cannot conceive that they would be willing to part with the vessel at such a price, but the statement has been given a very prominent position and I think that so no explanation is due to this Council over the report of the Finance Committee as to how this statement could have been made. There are other points raised in that particular article with reference to the powers and capabilities and capacity of the two dredgers. I am not an expert myself, so I cannot comment on that, but I presume the Government must have fairly well satisfied themselves that the dredger they were buying was in every way fitted for the purpose for which it was required.

The Director of Public Works: I welcome the opportunity of contradicting the gross mis-statements which have appeared in the article to which my hon. friend has alluded. The *Canton River* as it happens, was bought by the same firm from whom the Government purchased the *St. Enoch*. It was brought here in 1893 having been acquired as a second-hand vessel from one of the home ports to perform the work which subsequently devolved upon the *St. Enoch*. The firm in question paid a sum of £6,000 to execute the necessary repairs and works to the vessel before she was sent out on the voyage to the East, and I think that in itself is a guarantee that she was not in the very best condition when they purchased her. I am not able to give the relative dates of construction of these two vessels but I do not think the one can be considered as an out-of-date vessel as compared with the other. The *Canton River* was sunk in the typhoon of November, 1900, and she lay for eight months at the bottom of this harbour, a situation which could scarcely be calculated to improve the condition of any vessel of that type. With regard to the question of price I hope I am not revealing any secret, but I have ascertained that at the present moment the *Canton River* is on offer for £12,000 as compared with the £15,000 at which the Government have acquired the dredger *St. Enoch*. That is practically 50 per cent more, instead of being \$100,000 less than what the Government paid for the vessel they purchased. In regard to efficiency, it so happens that the vessels have conducted operations of an exactly similar kind in this harbour, and the result is that the *St. Enoch* is found to perform three or four half trips during which it takes 600 tons each time, as compared with the *Canton River's* three trips of 400 tons each, a difference of 500 tons for the *St. Enoch's* against 1,200 tons for the *Canton River*. I think it is almost unnecessary for me to dilate further upon the relative merits of the two vessels, but some reference was made to their power to dredge Causeway Bay. As regards that point the *St. Enoch* draws about 13 ft. 6 in. when loaded and I believe the *Canton River* draws a foot less. So that in either case both vessels are quite incapable of being put to the work of dredging Causeway Bay without performing a vast amount of absolutely unnecessary work. As against that I may add that for dredging the harbour which is really the most likely work for which a dredger would be required here, the *St. Enoch* is capable of dredging to a depth of 45 feet as against the *Canton River's* 35 feet.

CANTON DRY BY DAY.

CHEAP RICE SALES.

[From Our Own Correspondent.]

Canton, 20th July.

The daily proceeds from the sale of cheap rice in the four sheds during the days from the 26th day to the 29th day of the 6th moon were as follows:—

	Kait shed.	West shed.	Honam shed.	Wongsha shed.
26th.....	\$2,500	\$1,197	\$1,436	\$1,070
27th.....	2,583	1,657	1,127	7,721
28th.....	2,347	1,118	1,121	1,130
29th.....	2,723	1,678	7,136	1,230

THE juryman who was empanelled yesterday morning to decide an issue brought by Li Po Kam and Li Po Yang against Li Sing Shi and Li Tsung Pak, and in the matter of a claim brought by one Wong Tong, were disposed with at the direction of the Chief Justice. In this action Wong Tong, who is the claimant, is seeking to recover from the above parties his one-fourth share in the *Li Hing firm*, which he alleged he purchased from one Li Chai. In the alternative he claims a portion of the \$13,344 which has been paid into the Court. Counsel have proceeded to argue on the facts of the case.

THE STANLEY LAUNCH.

Little now remains to be added to the narrative of events, which have been chronicled with so much detail, within the past forty-eight hours, following the destructive storm which wrought so much havoc ashore and afloat in the early morning of Tuesday last. The typhoon of the 28th July will go down in the annals of Hongkong as a historical event in the island's history. Great as the work of destruction has been there has fortunately been no prominent outstanding feature in the whole list of disasters, if we may make the single exception of the ill-fated *Ying King*, which went down off Pillar Point near The Brothers with a large number of passengers on board; only about forty of whom have been saved while some three hundred or so, all Chinese, are still missing. Among the number of the drowned was Mr. S. Newman, a European passenger, who was on board at the time the vessel went down, besides two others whose names cannot be ascertained. For the fate of Capt. E. J. Page, who was justly held in high esteem by his Chinese owners, and who was extremely popular with his passengers, both European and Chinese, much concern has been felt. Early reports yesterday morning to reach police headquarters accounted for the safety of Capt. Page, but when one of the launches dispatched by Wo Fat Shing, owner of the *Ying King*, returned last yesterday afternoon, Capt. Page had not come back by her, although the Chief Engineer was safely landed in Hongkong in a condition of great exhaustion. None of the survivors of the wreck, who reached the Colony yesterday, was in a position to state for certain the fate of Capt. Page.

With a view to locating the wreck as the lies at the bottom of the sea mid-way between Pillar Point and Lantau Is., Lieut. Beckwith, assistant harbour master, made a cruise to the scene of the disaster in the forenoon to-day. By courtesy of that official a representative of the *Hongkong Telegraph* was kindly permitted to accompany him on his tour. Boarding the launch *Daisy* at the Harbour Office pier shortly after 10 o'clock, Lieut. Beckwith was conveyed on board the Government tender *St. Mary* (Capt. Willoughby) awaiting him to proceed on the cruise. No sooner was the assistant harbour master on board than the *Stanley* got up her anchor and was under weigh to Castle Peak Bay. The day was delightful for just such a cruise. With a bright, clear sky, smooth sea, and a light westerly breeze the *Stanley* steamed past the Central Fairway to the open sea. At the first stage of the journey, nothing in the way of floating derelicts was observed within the harbour limits. Stonecutters' Island lay on the starboard side of the *Stanley*, and the crippled *Pooshan* could be seen still on shore on the south-eastern end of the island. The tug *D. G. Giller* had evidently been at work alongside the *Pooshan*, for but a few minutes previous she had cast off and was steering away in the direction of Kowloon. By the *Pooshan's* divers' boat was made fast just beside the funnel and a little forward of the boat a Dock Co's lighter and a launch were moored. Salvage operations were being conducted preparatory to the refloating of the *Pooshan*.

Getting clear of Stonecutters, a large-sized launch was steaming ahead of the *Stanley* full speed and making for Capetown Pass. It was a Tung Wa Hospital launch which was on her mission of scavenging duties, trying to recover any dead bodies that may be found floating from the wreck of the ill-fated *Ying King*.

On this side of Lantau Is. a launch was engaged in salvaging, alongside a large cargo junk, which was partly submerged.

The *St. Mary* is still badly grounded on the rocky shores of Lantau. Judging from her position it does not seem as if she would lend herself readily to salvage operations; not at any rate to justify the expense that the work would entail.

After passing Capetown Pass the *Stanley* met the *St. Mary*, making for Hongkong, from Canton, presumably. For the next three-quarters of an hour or so of the journey but little vestige of the destruction which the elements wrought on the fateful night of Monday and Tuesday was seen, save for a single water-logged sampan at Capetown Island. It was at Castle Peak Bay that the first large junk which had come to grief was sighted. She lay right at the bottom of the sea in the bay with just the top of her long mast showing above water. Not far from her one of the Tung Wa Hospital launches, flying a white flag, was at anchor in the bay. She was there to recover any dead bodies that may be washed ashore or that may be found floating on the water in the vicinity. As far as could be seen from the deck of the *Stanley* there was no sign of the sea yielding up its dead.

The launch *Wong Sing* was met soon after coming from the New Territory and heading for Hongkong. The *Stanley* castook a launch towing a fully laden junk of several hundred piculs capably which was on her way with a valuable cargo of merchandise for Canton.

Some distance away out at sea from Pillar Point a large launch was cruising. By her build she might have been a Police launch or one of the Customs revenue cutters.

The big launch *Cyclops* was coming down from Canton with the lighter *Yat Ho* *Tai Ho* in tow. It was explained that the lighter had probably carried a cargo of kerosene oil in cases to the provincial city and was on her return journey to Hongkong.

WASONG OF THE "YING KING" LOCATED.

Typhoon Aftermath.

A CRUISE TO PILLAR POINT.

WRECK OF THE "YING KING" LOCATED.

FATE OF CAPT. PAGE.

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WASONG OF THE "YING KING" LOCATED.

The *Stanley* made Pillar Point a few minutes after noon. It was explained that the wreck of the *Ying King* was located. The launch *Wong Sing* was met soon after coming from the New Territory and heading for Hongkong.

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Willoughby to make the inquiries from a number of villagers who could be seen, with the aid of glasses, from the deck of the *Stanley* the bodies of the *Ying King* which had been washed on the beach. Unmistakable evidence of the foundering of the *Ying King* was seen when the clear outlines of a lifeboat painted white were discerned on the sandy shore. Farther westward yet another lifeboat lay on the bleached sandy shore, and this confirmed the belief that the wreck of the *Ying King* had been correctly located.

FLUORINATED JETTY.

Lieut. Beckwith ordered the boat to be lowered. Capt. Willoughby went ashore by her with an English-speaking member of his crew. The first object of the expedition was to make the subject of close examination was the lifeboat. On her bows were painted "S.S. 'Ying King' No. 4." The boat's port bilge was smashed, but otherwise it bore no evidence of having been terribly buffeted by the wind and sea. Strewn all along the beach for a distance of fully half-a-mile was a quantity of flotsam and jetsam that had been washed ashore from the wreck. Boxes of tea were lying intact in the open sun to be dried. Strings and strings of firecrackers mixed with bundles of human hair in promiscuous heaps on the sandy shore. Huys melons, which formed part of the ill-fated vessel's miscellaneous cargo, were thrown against the lifeboats, which were blown on to land from the deck of the river steamer. Here the cover of the companion way, there long lengths of the iron handrails, and some little distance away the bamboo pillows of the Chinese deck passengers' bare testimony to the anguish of mind which those who had served their heads on them for the last time on Monday must have felt when the ship took the final lurch and went over by her side to the bottom of the sea. Lifebelts, and there were many, were found all over the beach—silent evidences of the parts they must have played as saviours of those who were not engulfed in that dreadful night.

VILLAGERS INTERVIEWED.

As time was short, Capt. Willoughby and his boat's crew made, for the little fisherman's hamlet where the natives were most willing to impart ready information. In reply to questions an elderly looking individual who was drawing long whiffs from his smoking pipe gave a coherent account of the foundering of the *Ying King*. As soon as the name of the steamer was mentioned the men, in a chorus, affirmed their knowledge of the awful tragedy that had overtaken that vessel. Their spoken words related that the night was very dark and a blinding rain was falling; the wind blew with terrific violence. Through the rain and in the darkness they could see the outlines of a vessel, by means of her lights, which they recognised as one of European construction. They saw the vessel tossed in the tempestuous sea; they saw her in her death throes; finally, they saw her sink to the bottom of the sea, leaving the last long planks which reached her doom. Pointing in the direction of the sea, half-way between the beach and Lantau, the elderly fisherman said: "There! There! She went down." That was the last we saw of her. The fisher-folks could render no aid. They stood where they were, helpless. At the top of the howling winds they could hear the voice of the drowning crying aloud for help, which, alas, never came and could not by any means be got to reach the hundreds who were struggling on the crest of the mountainous waves to a watery grave. Next day, the debris that strewn the beach were washed ashore by the tide. Asked if they had seen any European answering the description of Capt. E. J. Page, of the *Ying King*, the men answered in the negative. They, however, vouchsafed the information that, yesterday, a party landed. It consisted of one tall European well-built man, two coloured men and over ten Chinese. They did not know the name of the Europeans. The villagers knew nothing more.

Boarding the gig, Capt. Willoughby returned with the official report to his chief.

A couple of miles or so from this little hamlet was a very large cargo junk stranded on the beach. She was shored up. As far as could be judged with the aid of glasses the seagoing craft did not appear to have suffered much damage; a big gang of Chinese were at work on board the vessel. Constant communication between the junk and the village was seemingly maintained as a stream of coolies could be seen moving to and fro between the junk and the village over the hill. Not far from the stranded junk was another lifeboat which must have belonged to the *Ying King*; it was lying on the beach.

The official visit accomplished, the *Stanley* turned her nose towards Hongkong, and with wind and tide in her favour the tender landed Lieut. Beckwith in Hongkong shortly after a p.m.

OFFICIAL CORROBORATION.

The villagers' account of the landing of the party yesterday is corroborated by the Police district report from Ping Shan in the New Territories. It reads:—At 3 a.m. a message was received from Castle Peak Bay to the effect that Mr. Fortheringham, of the steamer *Ying King*, required assistance. Sergeant Baker, accompanied by a number of his officers, proceeded to Castle Peak Bay. They found Mr. Fortheringham, the engineer, and the Indian watchman, of the *Ying King*, and thirty Chinese passengers on the beach at Castle Peak. The police were told, on arrival, that there were two European passengers on the *Ying King*, who lost their lives. They are believed to be either from the Imperial Maritime Customs, or assistants of the Standard Oil Company. Mr. So Phi Ching, the assistant manager of the Castle Peak Farm, and the police gave assistance to the survivors.

CAPT. PAGE MISSING.

The foregoing report explains the apparent error into which most had fallen that the Captain of the *Ying King* desired assistance. Mr. Fortheringham must have been mistaken for the captain.

THE TUNG WA LAUNCHES.

The Tung Wa launches succeeded in picking up eleven bodies yesterday, one being that of a European. It was identified as that of Mr. Stephen Newman, from a pocket-book which was found on the body. It contained two certificates of competency issued at Hongkong and several testimonials of firms under whom Mr. Newman had served. The Tung Wa authorities reported the find at the West Point Police Station.

The launches employed on the work of recovering the dead to-day were the *Tung On*, in charge of Messrs. Shiu, In Fal and Chee Shek Yee, directors of the Tung Wa; the latter gentleman was vice-chairman of last year's committee. The other launch was under the direction of Messrs. Chan Cheuk Hing and Wu Hoi Chow.

One of the ten women survivors of the *Ying King* admitted into the Tung Wa Hospital on Wednesday has since died.

THE SHIPPING.

Hopes were entertained yesterday that when the supreme effort was made this morning H.M. destroyer *Walling* would be pulled off the rocks in Lyceum Pass at high tide to-day. The *David Gillies* worked at the wreck with her big salving pump until dark yesterday when she left. The destroyer is in no better position than at the last report. An attempt at refloating will be made to-morrow morning, and if it should unfortunately fail another effort will have to be deferred a fortnight as the tide will not be again favourable until then.

SALT COMMISSIONER'S CRUISER.
The newly built cruiser for the Canton Salt Commissioner—the *Shu Nam*—which grounded at Cheung-sha-wo, managed to be hauled off this morning with the aid of the Dock Co.'s big tug. Her upper works are badly damaged and she has been towed back to her builders' shipyard for repairs.

S.S. "HOI CHING."

The little Portuguese steamer *Hoi Ching* was a good off by the *David Gillies*. She has two or three ho's above water, but is not seriously damaged; she resumed her run this morning.

THE P. & O. S. N. CO.'S LAUNCH.

The P. & O. S. N. Co.'s beautiful launch *Janette* is still partly under water. Pumps on board of her are going for all they are worth. She is certain to be refloated before long.

THE "MORNING STAR."

The double-ended *Morning Star* was floated off this morning and has been slipped for repairs. THE "POCAHONTAS."

So satisfactory has salving operations proceeded with the *Pocahontas* that the salvage party will try to lift her to-morrow. The weather has all been in favour of rapid and successful operations.

INDO-CHINA CO.'S "LAISANG."

The Indo-China S. N. Co.'s steamer *Laisang* was undocked this morning and went alongside the quay for repairs; her place in the No. 1 dry-dock was taken by the emigrant ship *Crimley*.

THE "SCHUYLKILL."

The oil-laden steamer *Schuyllkill*, of the Standard Oil Co. of New York, proceeded on her voyage to Manila yesterday, no docking having been considered necessary by the surveyors.

The P. & O. s.s. *Nyanza*, which arrived from Singapore yesterday afternoon, reports having passed a large cypised junk floating 4° N. 30° W. from Pak Tsai (135° East). Capt. H. S. Bradshaw, commander of the *Nyanza*, also came across several sampans floating bottom up. Much wreckage was met with between Gap Rock and Sulphur Channel.

EXPERIENCES OF RAILWAY EMPLOYEES.
From the reports that have come to hand detailing the experiences of those engaged on the British section of the Kowloon-Canton railway it is evident that the safest place during the typhoon was the tunnel which is being pierced through Lion's Head Mountain. Most of the workmen's and coolies' quarters are built of wood and although the buildings are by no means of a ramshackle character the roofs were torn off by the force of the gale, the timbers wrenched from the ground and the buildings in many cases tumbled to the ground. One party of employees who thought it better to brave the elements in the open rather than wait the inevitable demolition of the quarters which had been assigned to their use had an adventurous time, and it was only after they had been lost and found three or four times that they discovered themselves at the tunnel in company with forty or fifty coolies and Indians and several European foremen. On their way, they saw all the matches destroyed, while the heavy galvanised iron roof of the engine-house was bodily riven away by the storm and carried a distance of 100 feet away. In another shed, roofless and gaunt, a Chinese coolie was found lying paralysed under a huge piece of iron sheeting. He was made comfortable for the moment, but when a party returned to his assistance he was found lying dead some yards away from the shed, having evidently attempted to crawl to safety and been struck by the timbers which were flying in every direction. In the tunnel, there was scarcely a single refugee who was not injured. Some had broken arms or legs and all were bruised. They remained in the tunnel, however, until daylight, when their wounds could be treated. The roof of the hospital at Shatin had been swept off at an early stage, but temporary arrangements were made for the accommodation of those who were most seriously injured in the typhoon. It is stated that on the Shatin side of the tunnel there were two Chinese killed and about 20 badly hurt. As regards the line itself, nothing definite will be known how far or to what extent it has suffered until the Resident Engineer has submitted his report to the Government, but from official sources we are informed that, considering the violence of the storm, the track and rolling stock have suffered comparatively little damage. Several trucks were derailed, and the accommodation line which is used for the carriage of ballast and the removal of debris from the cuttings was put out of commission, but

only temporarily. It is to be hoped, therefore, that the Resident Engineer's report will be of a cheerful nature, so that the Colony's lands may not be further diverted from their proper channels.

LIGHTHOUSES.
Curiously enough, very little damage seems to have been done to the lighthouses which, exposed as they are, to the fury of the elements, are most liable to feel the effects of a typhoon such as that which passed over the Colony on Tuesday morning. From reports received by the Harbour Master, it appears that some damage has been caused to the light-keepers' quarters, but the lights themselves are intact. Gap Rock seems, fortunately, to have been outside the radius of the cyclone's centre and consequently that locality was exempted from the ravages it would otherwise have suffered. The centre of the aerial disturbance passed over Green Island, which therefore experienced the full force of the typhoon.

ANOTHER TYPHOON.
The American Consul General received the following typhoon warning from the Manila Observatory at 5.40 p.m. last night:—"Cyclone or typhoon E. of Southern Luzon, direction unknown."

MISCELLANEOUS ITEMS.
The R. C. Mission in Hongkong has suffered very severely by the typhoon. The big structure in Glenelg withstood the typhoon well, but the roof has sustained damages in many parts, water coming through in many places. One very valuable window of Venetian mosaic representing the Annunciation of Our Lady, has been broken by debris flying against it. The Mission house, a strong building of the fifties, and which has never suffered previously, paid its debt to the storm this morning, necessitating the replacing of the tiles.

The Seminary, the Chinese Catholic Club, and St. Joseph's College being in line with the Cathedral, suffered a great deal. St. Joseph's Church, in Garden Road, has had the frame of the roof pulled down, and damage was done to the roof, as well as the rector's residence connected to it.

Anthony's Church, West Point, lost at least one half of its roof which gave way.

The West Point Industrial School and Orphanage was shaken to such an extent that large repairs will be necessary.

The Cemetery, in Happy Valley, has had the chapel roof and door broken; big stone monuments and trees collapsed.

The Rosary Church, at Kowloon, a new building, stood well against the fierce efforts of the wind, but one fixed window gave way, as well as two crosses, which surmounted the walls of the side chapels.

MORE BODIES RECOVERED.
Two more dead bodies, both Chinese, were recovered in the harbour to-day off the West Point Wharf of the Kowloon Wharf and Godown Co. at Shek-tong-tai. Further westward two more floating corpses were found; they were also those of Chinese and were seen on the water in front of the Kuo Hoi Chinese hotel.

THE NEW TERRITORIES.
News of a rather belated character has reached us from the New Territories. From what we can gather it would appear that the death-roll has been more severe than was anticipated. The many fishing junks that have foundered and the many lives that have perished is amply verification of the severity of the storm.

YAU-MAT-TI.
More dead bodies have been recovered from the debris at the Fuk Shing Lane and Portland Street collapses.

Up to midnight yesterday eleven dead bodies have been recovered from the debris. Seven were those of males and the remainder those of females.

THE WATER POLICE.
From the Water Police news comes of the recovery of a number of bodies from the harbour, as follows:—
1 woman (17) ... Picked up in the harbour.
1 child ...
1 man (65) ...
4 youngsters were picked up on the sea-shore at Cape D'Aguiar.

AT SHAM-SHUI-PO.
Three dead bodies have been picked up by the police in the neighbourhood of Sham-shui-po. They are:—
1 man (16) picked up on the sea-shore at Cheung-sha-wo.
1 man (31) picked up on the sea-shore at Cheung-sha-wo.
1 infant (two months old) picked up on a vacant ground at Tai-kok-tei.

THE YANCHAI DISTRICT.
A report has been made to the police to the effect that one Frank Salisbury, a fireman on board the steamship *Burns*, was drowned during the typhoon. The deceased was about twenty years of age, and was reported missing from the ship eleven o'clock on the night of the typhoon. The body of a European was picked up off Queen's Statue Pier about noon to-day; it is probably that of Mr. Salisbury.

TAI PO.
At Tai Po nine junks were wrecked, and two greatly damaged. But as far as we can ascertain no lives were lost.

The bridge at Wang Lai Au was damaged, and close by a 16 stone six feet deep is visible in the ground.

Twenty telephone poles have been blown into the paddy fields at Tai Po Tai.

All the Railway sheds in the vicinity have been demolished.

CHEUNG CHAU.
Two fishing junks were driven on to the rocks at Cheung Chau and smashed to atoms. Two more are missing.

Another man was rescued near Apich-ulo a half-drowned condition. He was removed to the hospital.

KOWLOON CITY.
Five fishing boats were driven ashore during the typhoon. Four of the crew are missing.

TAI O.
The police station at Tai O has been damaged, part of the roof having been blown away. The junks were blown ashore, but no lives were lost.

A licensed fishing boat, during the height of the gale, was driven ashore. The crew were pitched into the water, and all were rescued with the exception of two, who were drowned.

A stone junk (No. 16,430) was washed up on the foreshore.

A passenger boat in mid-harbour capsized, resulting in the loss of one man.

At the entrance to Tai O Bay a fishing junk turned turtle. One of the fishermen is missing, and there is no doubt, taking into consideration the ferocity of the wind, that he was drowned.

PING CHAU.
Very little damage was suffered at Ping Chau. With the exception of three police tents which have disappeared, and a number of sheds blown down, no other damage has been sustained.

SHA TIN.
To-day, the Sha Tin Police Station is not set. During the height of the storm the wooden building, which had the name of a "police station," left its "moorings" and is somewhere drifting about the hills above Shatin.

All the Indian police constables had to take refuge in the cells, while the Europeans were accommodated in the Mission House.

Considerable damage has been done to the men's kits and clothing.

AT THE RAILWAY.
The north face of the Beacon Hill tunnel, of the Kowloon-Canton Railway, at Sha Tin, suffered more or less damage.

All the European matchboxes have collapsed, but fortunately no one was injured. The bungalows, occupied by the contractors, have suffered severe loss so far as roofs were concerned.

One coolie was killed outright by a falling piece of galvanised iron from one of the coolie camps.

Another workman met his death in a similar manner by a falling piece of timber.

The road leading to the tunnel, and from Lok-ho-hai to Tai Po, is severely damaged in most parts, caused, no doubt, by the numerous landslides.

No less than twenty men, mostly Chinese, employed in the tunnel, were sent to hospital, suffering from injuries about the head. A few are in a dangerous condition.

[From a Special Correspondent.]
Canton, 29th July.
Some ten large junks fully laden with rice and ground-nut oil which were anchored in the river between Shamen and Fat, were sunk during the storm, and it is estimated that no less than a million dollars worth of cargo is lost. A number of firewood junks which were also anchored in the same locality suffered the same fate, besides numerous sampans and slipper-boats which happened to be moored on the side of the junks at the time.

It is reported that many Chinese paddle-wheel passenger boats to interior towns and villages were capsized and sunk during the storm. Although the number of lives lost is unknown, yet it is not believed to be great.

Today's Advertisements.

THE STATE FIRE INSURANCE CO., LTD.
HAVING been appointed AGENTS of the above Company, we are prepared to grant Policies against Fire on approved Foreign and Chinese risks at current rates of premium.
CRUZ, B. STO & CO.
Canton, 30th July, 1908. [714]

NOTICE.
FIRE INSURANCE ASSOCIATION OF HONGKONG.
BANK HOLIDAY.
NOTICE is hereby given that in accordance with the Ordinance No. 5 of 1907, FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 3rd August.
By Order, A. R. LOWE, Secretary. [715]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "E. STERN."
Captain McArthur will be despatched as above on THURSDAY the 30th August, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c. throughout the voyage. The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.
N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 30th July, 1908. [716]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer "NYNKA," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at *Godown* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 5th proximo, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by the Company unless the cargo is insured.

Damaged Packages must be left in the Godowns for examination by the Consignee, and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.
F. J. ABBOTT, Acting Superintendent.
Hongkong, 29th July, 1908. [717]

In the Western suburb—One house collapsed and three others were damaged.

Some fifteen houses were damaged in the ward of the No. 4 police station and one coolie was seriously wounded.

In the fifth ward a few houses were slightly damaged.

In the seventh ward eight houses were damaged and one collapsed.

A few houses were slightly damaged in the eighth ward. One basket containing \$16 in cash in clothing, etc. was picked up by the police at the 11th Kee street.

Two large Chinese hotels were seriously damaged, and two men injured in the ninth ward.

Intimations.

SPECIAL BARGAINS!

IN HIGH CLASS PIANOS.

TO CLEAR ORDINARY PRICE.
Collard - \$480 \$600

Broadwood 225 400
Rachals - 380 550
Own Make 250 360
Krauss - 400 600
Haake - 325 450

WEAR GUARANTEED.

WILL BE STORED UNTIL REQUIRED.

CASH or CREDIT

PIANOS FOR HIRE \$8 per Month.

ROBINSON PIANO CO., LTD.

Hongkong, 16th July, 1908. [33]

KOWLOON HOTEL.

GUEST NIGHT EVERY SATURDAY AND SUNDAY.

MONTHLY BREAKFAST.

TIFFIN & DINNER

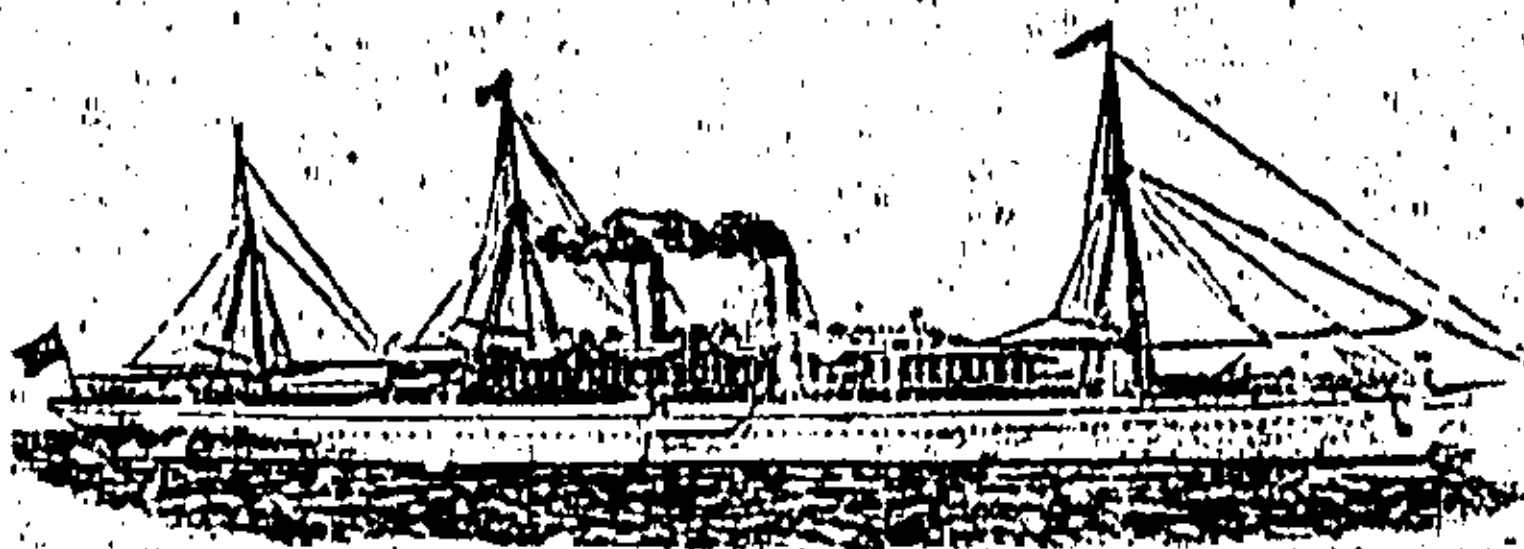
supplied at MODERATE RATES.

Dinner or Suppers catered from 100 to 1,000.

FOR TERMS, APPLY MANAGER OWEN, STONE & Co.

Hongkong, 27th July, 1908.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
12 Days VIKING to VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"GLENFARG" 3,700	SATURDAY, Aug. 8th Sept. 6th
"EMPRESS OF INDIA" 6,000	SATURDAY, Aug. 15th Sept. 5th
"EMPRESS OF JAPAN" 6,000	SATURDAY, Sept. 5th Sept. 25th
"LENNOX" 3,700	FRIDAY, Sept. 19th Oct. 16th
"EMPRESS OF CHINA" 6,000	SATURDAY, Sept. 26th Oct. 17th
"MONTEAGLE" 6,103	SATURDAY, Oct. 3rd Oct. 29th

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPRESS" steamships depart from Hongkong at 4 P.M.
S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Fast Mail "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class Canadian Atlantic Ports or New York £71.10.
Hongkong to London, Intermediate rate £40. " " £42.
Steamers, and 1st Class on Railways.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.
R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all ports and AROUND THE WORLD.
SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, &c.,
151, Corner Piddar Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SANDAKAN	MAUSANG	FRIDAY, 31st July, daylight.
MANILA	LOONGSANG	FRIDAY, 31st July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	CHOY'SANG	SATURDAY, 1st August, Noon
MANILA	YUENSANG	FRIDAY, 7th August, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	FRIDAY, 14th August, Noon.
& MOI		

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.
The steamers Kulsang, Namsang and Fooksang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Island Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Kulsang, Namsang, Fooksang, Tientsin & Newchwang.
Taking Cargo on through Bills of Lading to Kulsang, Namsang, Fooksang, Tientsin & Newchwang.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
Telephone No. 61, Hongkong, 30th July, 1908. General Managers. [10]

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail
HOIHOW, MANILA, CEBU & ILOILO	"KAIFONG"	1st July, Daylight.
TIENTSIN, CHEFOO & NEWCHANG	"YANHOANG"	1st July, 4 P.M.
HOIHOW & HAIPHONG	"BINGAN"	1st July, 10 A.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	1st July, 4 P.M.
SAMARANG & SOERABAYA	"SHANTUN"	1st July, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY	"TAIYUAN"	3rd " "
ISLAND & other AUSTRALIAN PORTS	"OHIELT"	4th " "
HOIHOW & HAIPHONG	"JAMING"	4th " daylight.
MANILA		4th " 4 P.M.

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Reduced Saloon Rates, Single and Return, to Manila and Australia.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Telephone No. 36, Hongkong, 30th July, 1908. AGENTS. [11]



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Burgess and Stewards carried.
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	Almond	MANILA	SATURDAY, 1st August, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 8th August, at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
Telephone No. 11, Hongkong, 30th July, 1908. GENERAL MANAGERS. [12]

Shipping—Steamers.

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINK.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Co.'s Newly Built Passenger Steamer

"KAMO MARU"

(Tons 9,000 gross reg., Captain F. L. Sumner), will be despatched as above on WEDNESDAY, 12th August, at Daylight.

Every known comfort provided on board for travellers: First class staterooms amidships comprising ordinary Two Berth Cabins, single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest passage rates to Europe and around-the-world. For further particulars apply to NIPPON YUSEN KAISHA.
Hongkong, 13th July, 1908. [665]



HONGKONG-NEW YORK.

AMERICAN-ASIATIC
STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at the MALABAR COAST.)

S.S. "MONTROSE" On 11th August, 1908.
For freight and further information, apply to
SHEWAN, TOMES & CO.,
General Managers. [666]

Hongkong, 14th July, 1908

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MARMORA"

Captain G. H. C. Weston, R.N.R., carrying His Majesty's Mails, will be despatched from this for HOMBAY, &c., on SATURDAY, the 8th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Himalaya, 7,000 tons, from Colombo. Passenger accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Marmora," due in London on 10th September, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
For further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.
Hongkong, 25th July, 1908. [7]

FOR SHANGHAI, YOKOHAMA, KOBE
AND MOI.

THE Steamship

"ARRATOON APCAR."

Capt. A. Stewart, will be despatched for the above Ports on TUESDAY, the 4th proximo, at 3 P.M.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 30th July, 1908. [694]

"SHIRE" LINE OF STEAMERS, LTD
FOR LONDON, HAMBURG AND
ANTWERP.

THE Steamship

"FLINTSHIRE"

will be despatched for the above Ports on or about the 25th August, 1908.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 18th July, 1908. [686]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.
"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).
Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey 3s.
Meals 1s.2s. each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
Nos. 8, Queen's Road, West.
Hongkong, 1st July, 1908. [61]

HONGKONG AVERAGE MARKET
PRICES.

Corrected 24th July, 1908, per 5 Mds.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu	18
" Breast—Ngau Lam	13
" Soup, Tong Yuk	15
" Steak—Ngau Yuk Pa	18
" Sirloin—Ngau Lau	28
" Sausages—Ngau Yuk Chung	20
" Bullock's Brains—Know per set	10
" Tongue fresh—Ngau Li	50
" Corned—Ham Ngau Li	38
" Head—Ngau Tau	50
" Heart—Ngau Sum	12
" Hump, Salt—Ngau Kin	18
" Feet—Ngau Keok	10
" Kidneys—Ngau Yiu	7
" Tail—Ngau Mei	12
" Liver—Ngau Con	17
" Tripe (undressed)—Ngau To	7
Calves' Head and Feet—Ngau-chai-tau-keok	\$1.00
Mutton Chop—Yeung Pai Kwat	22
" Leg—Yeung Pei	22
" Shoulder—Yeung Shau	20
Pigs' Chilling—Chi cheong	24
" Brains—Chi Kow	12
" Feet—Chi Keok	12
" Fry—Chi Chak	10
" Head—Chi Tau	12
" Heart—Chi Sum	10
" Kidneys—Chi Yiu	8
" Liver—Chi Kon	30
Pork, Chop—Chi Pai Kwat	20
" Corned—Ham Chu Yuk	—
" Leg—Chi Pei	23
" Fat or Lard—Chu Yau	18
Sheep's Head and Feet—Yeung Tau	50
" Keok	—
" Heart—Yeung Sum	6
" Kidneys—Yeung Yiu	10
" Liver—Yeung Con	22
Sucking Pigs, To Order—Chu Chai	22
Suet Beef—Sang Ngau Yau	20
" Mutton—Sang Yeung Yau	24
Veal—Ngau Chai Yuk	—
" Sausages—Ngau Chai Yuk Tong	—

POULTRY.

Chicken—Kai Chai	30
Capon, Large, Small—Sin Kai	32
Ducks—Ap	18
Doves—Fan Kau	18
Eggs, Hen—Kai Tan	22
Fowls, Canton—Kai	18
" Hainan—Hoi Nam Kai	30
Geese—Wigo	16
Geese, Wild Shanghai—Sheung Hoi-Ye	—
" Wigo	—
Musk Deer—Wong Keang	—
Hare—Tu Chai	—
Partridge—Che Khoo	—
Pheasant—Shan Kai	—
Pigeons, Canton—Pak Kup	28
" Hoilow—Hoilow Pak Kup	4
Quail—Um-Chun	—
Rice Birds—Wo Fa Cheuk	—
Snipe—Sa Chui	—
Turkeys, Cock—Fo Kai Kung	60
" Hen—Na	45
Wild Ducks, Shanghai, Sui-ap	—
Teal, Shanghai, Sui Ap Chai	—
Wild Ducks Canton—Sang Shing Sui	—
Ap	—

FISH.

Barbel—Ka Yu	10
Bream—Shin Yu	10
Canton Fresh Water Fish—Hoi Sin Yu	15
Carp—Li Yu	22
Catfish—Chik Yu	12
Codfish—Mun Yu	20
Crabs—Hoi	18
Cuttle Fish—Muk Yu	14
Dab—Sa Mang Yu	15
Dace—Wong Mei Lun	13
Dog Fish—Ti Tu Sa	16
Eels, Congor—Hoi Man Yu	16
" Fresh water—Tam Sui Yu	15
" Yellow—Wong Sin	28
Frogs—Tien Kai	13
Garoupe—Sek Pan	12
Gudgeon—Pak Kuy Yu	13
Herrings—Tso Pak	18
Halibut—Cheung Kwau Yu	12
Labrus—Wong Fa Yu	12
Loach—Wi Yu	12
Lobsters—Lung Ha	28
Mackerel—Chi Yu	20
Mont Fish—Mon Yu	20
Mullet—Chai Yu	24
Oysters—Sang Hoo	24
Parrotfish—Kai Kung Yu	15
Pelch—Tau Loo	16
Pike—Pa Yu	20
Plaice—Pan Yu	24
Pomfret, Black—Hak Chong	32
Pomfret, White—Pak Chong	30
Prawns—Ming Ha	30
Ray—Pal Pa Sa	20
Rock Fish—Sak Kan Kung	18
Snake—Chun Yu	16
Salmon (Dried), each water—Ma Yu	24

PABST BREWING COMPANY,
MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 18th July, 1908. [11]

Shark—Sa Yu	9
Skate—Po Yu	10
Shrimps—Ha	24
Snapper—Lap Yu	28
Sole—Tat Sa Yu	28
Tench—Wan Yu	10
Turbot—Cho How Yu	24
Turtles, small, fresh water—Keok Yu	30
White Bait—Ngau Yu Chai	—

FRUITS.

Almond—Hung Yau	25
Apples, (California)—Kam San Ping	—
" Ko	—
" (Chefoo)—Tin Chua Ping	—
" Ko	—
" Small—Hoi Tong	—
" Custard—Fan Lai Chi	—
Bananas, fragrant, Canton—Sang Sheng	—
" Heung Chiu	3
" (brides), Macao—San Heung Chiu	5
Chestnuts, Chinese—Fong Lut	14
Carambola—Yeung Tou	—
Cocoanuts—Yeh Tai	10
Grapes—Sin Tai Tsai	24
Lemons, China—Ning Moong	15
" Amer.—Kam San Ning Moong	7
Lichees, Small Stone—Lai Chi Con	24
" Fresh, Lai Chi	28
Limes, (Siam)—Sai Kung Ning	—
Moong	12
Mango, Manila—Lui Sung Moong	11
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tai per 100	\$1.00
Oranges, Tim Chang	—
" Small—Tai Kut	—
" Mandarin—Tim Kut	—
Olives—Pak Lum	8
Passion Fruit	—
Pears, (American)—Kam San Shui Li	—
" (Canton), Cooking—Sa Li	7
" (Shanghai)—Shung Hoi Li	18
Peaputs, Fa Sang	10
Persimmons, Large—Hung Chai	—
Pine-apples, 1st quality—Sheung Poon	—
" Ti Paw-law	15
" and cooking—Chung-tang	—
Paw-law	—
Platans—Tai Chiu	4
Plums, Swatow—Hung Lai	8
Pumelo, Siam—Chim Lo Yau	10
Walnuts, Hop Tou	11
" Green—Sang Hop Tou	—
Shanghai Lo Kwat	8

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah	8
Chi Cheuk	—
Beans, (French) Macao—Oh Moon Pin	—
" Tan	—
Beans, (French), Shanghai—Sheung Hoi	—
" Pin Tau	—
Beans, Sprout—Ah Choi	2
Beans, Long—Tau Kok	7
Beet Root—Hung Choi Tau	2
Brinjals, Green—Cheng Yuen Ker	6
Brinjals, Red—Hung Ker	5
Brassica—Pak Choi	4
Bamboo Shoots—Chook Shun	1
Cabbage, Chinese, com.—Kai Choy	5
Cabbage, Red—Kai Lan Tau	—
Cabbage, (Shanghai)—Yeh Choi	15
Cane Shoots, bunch—Kau Shun	—
Cauliflower, Large size—Tai Yeh Choi	—
" Fa	—
Cauliflower, Medium size—Cheng Yeh	—
Choi-fa	—
Cauliflower, Small size—Sai Yeh Choi-fa	—
Carrots—Kam Shun	6
Celery, Chinese—Tong Kan Choy	7
Celery, English—Yeung Kan Choy	—
Celery, White—Pak Yeung Kan Choy	—
Chillies, Dried—Con Lai Chai	12
" Red—Hung Fa	10
" Green—Cheng Lai Chiu	8
Curry Stuff, English—Ka Lee Choi Liu	8
Cucumbers—Cheng Kw	6
Bitter Squash—Fu Kw	6
Garlic—Suen Tai	7
Ginger, young—Sun Tas Keung	10
" old—Lo Keung	6
Horse Radish, Shanghai—Lik Kan	22
Indian Corn—Suk Mai	4
Lettuce—Yeung Sang Choi	1
Water Chestnuts—Ma Tai	6
" Mandarin—Kwai Lum Ma Tai	10
Musk Melon	—
Mushrooms, Fresh—Sang Cho Kho	10
Canton, Bombay—Yeung Chung Tau	6
" Green—Sang Chung	4
" Shai—Sheung Hoi, Chung Tau	5
" Japan—Yat Poon	—
Okra—Mo Ker	—
Parley, English—Yeung Un Sai	60
Gradus Pea	—
Green Peas—Cheng Tau	15
Potatoes, Sweet—Fan Shu	1
" Shanghai—Sheung Hoi Shu	—
" Tsai	3
" Japan—Yat Poon Shu Tsai	1
" American—Fa Ki	1
" Fochow—Fuk Chan Shu Tsai	5
" Macao—Oh Moon	—
Pumpkin—Toong Kw	5
Radish—Hung Lo Pak Tsai	4
Rhubarb	—
Shalots—Con Chung Tau	5
Spinage (Chinese)—Paw Choi	4
Spinach—Yin Choi	4
Tomatoes—Yan Kai	8
Taro—Wo Tsai	4
Turnip, Fan-d (Long)—Low Pak	6

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present—His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., His Excellency Major-General Broadwood, C.B., Hon. Mr. F. H. May, C.M.O., (Colonial Secretary), Hon. Mr. W. Ross Davies (Attorney General), Hon. Mr. L. A. M. Johnston (Colonial Treasurer), Hon. Mr. W. Chatham, C.M.O., (Director of Public Works), Hon. Capt. Basil R. H. Taylor, R.N., (Harbour Master), Hon. Mr. E. A. Irving (Registrar General), Hon. Dr. Ho Kai, M.B., C.M.S., Hon. Mr. Wei Yuk, C.M.O., Hon. Mr. Murray Stewart, Hon. Mr. H. A. W. Slade, and Mr. C. Clement (Clerk of Council).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCE.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 1).

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 3 and 4. It was agreed that they be referred to the Finance Committee.

THE WIDOWS' AND ORPHANS' BILL.

The Colonial Secretary moved that the Council go into Committee on the Bill, entitled, An Ordinance to provide for the Transfer to the Government of Hongkong of the Widows' and Orphans' Pension Fund and of the Management and Control of the Pensions of Widows and Orphans and to consolidate the laws in relation thereto.

The Attorney General seconded and the motion was agreed to.

Mr. Murray Stewart, on clause 7, remarked that he thought a man on half pay should not contribute 4 per cent. of his entire salary to the fund. He moved an amendment limiting the contribution to 4 per cent. of the actual amount drawn by the civil servant.

The Colonial Secretary—This very point has been raised more than once. People seem to think that pensions out of this fund grow out of the ground. As a matter of fact the pension rates are based and calculated on the assumption that the contributors pay 4 per cent. continuously throughout the year whether they are on half pay or not. Consequently if you passed the amendment the hon. member has made you would have to recast the whole of the pension tables, and what is more, seeing that you reduce the contribution you would have to reduce the pension, unless the hon. member chooses to propose an extra burden on the taxpayers now that the fund has been taken over by the Government. I have no doubt that the contributors would be delighted by the amendment made, but in the interests of the taxpayers I cannot oblige him because it would involve the recasting of the whole pension tables.

His Excellency the Governor said the question was one of principle which had been adopted on the second reading.

The Director of Public Works held that the amendment was impracticable because they did not know when an officer was to take half pay leave. One might take it once in three years and another might take it once in ten.

Mr. Stewart: He has so much leave due to him.

The Director of Public Works: Many officers don't take their leave.

The Colonial Secretary: How would you, if you were the unfortunate actuary, how would you deal with an uncertainty like that?

Mr. Stewart considered it might be possible to arrange the matter.

After further discussion the amendment was withdrawn.

BACHELORS AND WIDOWERS.

Attention was called to subsections 2 and 3 of section 9 under which it is laid down that a bachelor who leaves the service on pension, shall, if he elects to discontinue being a contributor, receive back half his contributions; in the case of a widow it was laid down that:

"A public officer being a widow without children pensionable under this Ordinance who leaves the public service with or without pension, a retirement or on dismissal or otherwise, shall cease to contribute and to have any rights under this Ordinance. In any such case one half of the contribution made as aforesaid by such public officer since the death of his late wife or, if at the death of such wife any child continued to be pensionable, after the time when such child ceased to be pensionable shall be repaid without interest to such public officer."

The Harbour Master: I cannot see why the widow should not get half his contributions back while he was a bachelor. It would be a very small thing.

The Colonial Secretary explained that the bachelor imposed less risk on the fund until he became married than the man who was already married. The married man involved the fund in a risk. The fund having taken the risk should get something for having taken it by only paying back from the date of the death of the wife.

The Harbour Master: When a man marries he then derives to his prospective benefit from the fund. Before he marries he is a bachelor and should get every advantage a bachelor gets.

His Excellency the Governor: Between his time he marries and the time of his wife's death he has the advantage of knowing that in the case of his death his widow will be looked after.

The Colonial Secretary said this was another point on which the pension tables were based.

Mr. Stewart—Was the Bill drafted at home?

The Colonial Secretary replied that the original Bill was. This was merely making necessary alterations on the Government taking the Bill.

The clause was adopted.

On the clause which provides that every public officer who, in the judgment of the directors, "furnishes any false information or makes any false declaration, shall forfeit all of his rights under this Ordinance," the following amendment was made:—"Subject to the consent of the Governor."

The Bill passed through Committee. Mr. Murray Stewart stated that in the press it had appeared that this Bill had passed the second reading unanimously. He expressed himself against the Bill, reiterating his arguments on the subject.

The Bill was read a third time and passed.

ADJOURNMENT.

The Council then adjourned till Thursday next.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed to recommend that the following vote be adopted by the Council:

PERSONAL EMOLUMENTS.

A sum of four thousand one hundred and fifteen dollars and forty-six cents in aid of the vote, Public Works Department, Personal Emoluments, for the following items:—

For 6 months from 1st July to 31st December, 1918.

1 Drainage surveyor	\$1,500.00
Do, exchange	1,050.00
Foreman	420.00
Do, exchange compensation	305.46
1 Clerk	270.00
1 Clerk and draughtsman	240.00
2 Foremen	180.00
Total	\$3,155.46

TAI-PO STAFF QUARTERS.

A sum of two thousand dollars in aid of the vote, Public Works Extraordinary, Staff Quarters, Tai Po.

THE VOLUNTEER CONCERT.

The following is the programme which will be submitted at the Volunteer Concert which takes place on Saturday evening:—

- PART I.
- 1 March"The Gladiator"..... Couza (Band of Middlesex Regiment).
 - 2 Song"When I was a Soldier"..... M. Valer's White (Mr. E. Berkeley Aylis).
 - 3 Song"A May Morning"..... L. Denza (Mr. Philip W. Goldring).
 - 4 Song"Dawn"..... S. Somerset (Captain P. H. Mitchell Taylor, A.D.C.).
 - 5 Song"Lieut. R. M. Crosse, R.G.A."..... (Lieut. R. M. Crosse, R.G.A.).
 - 6 Selection"Paddock Hall"..... Sullivan (Band of The Middlesex Regiment).

INTERVAL.

During which the Pipes of the H.K.S.B. R.G.A. will perform.

- PART II.
- 1 Selection "Miss Hook of Holland" Rubens (Band of The Middlesex Regiment).
 - 2 Song"The Trumpeter"..... J. Airlie Dix (Surg. Captain C. Forsyth, H.K.V.C.).
 - 3 Song"Selected"..... (Mr. Philip W. Goldring).
 - 4 Song"When the Blue Eyes"..... Lasson. (Captain P. H. Mitchell Taylor, A.D.C.).
 - 5 Song"Lieut. R. M. Crosse, R.G.A."..... (Lieut. R. M. Crosse, R.G.A.).
 - 6 Two Step"Mumblin' Moss"..... Thurban. (Band of The Middlesex Regiment).

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T.	109 1/2
Do, demand	109 9/16
Do, 4 months' sight	109 11/16
France—Bank T.T.	2 1/2
America—Bank T.T.	1 1/2
Germany—Bank T.T.	1 1/2
India T.T.	135 1/2
Do, demand	136
Shanghai—Bank T.T.	74 1/2
Singapore—Bank T.T. per H.K. \$100	74 1/2
Japan—Bank T.T.	88
Java—Bank T.T.	17 1/2
1 month's sight L/C	109 13/16
6 months' sight L/C	109 15/16
30 days' sight San Francisco & New York	45 1/2
4 months' sight	45 1/2
30 days' sight Sydney & Melbourne	110 1/2
3 months' sight France	230
6 months' sight	230
4 months' sight Germany	127
Bar Silver	44 1/2
Bank of England rate	21 1/2
Sovereign	111.04

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 30th at 12.30 p.m.—The barometer has fallen markedly over S. China, Formosa and Luzon.

The depression appears to be situated over the Pacific to the E. of Luzon and to be moving towards N.W. The observations from the Loochoo are, however, lacking this morning.

The barometer has risen in N. China, the Continental depression having moved away towards the N. part of the China Sea.

Moderate E. to N.E. winds may be expected in the Formosa Channel and over the N.E. part of the China Sea.

Telegraphic communication between the Observatory and Hongkong is interrupted.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1—Hongkong and neighbourhood, variable wind, light rain.

2—Formosa Channel, E. to N.E. winds, moderate.

3—South coast of China between Hongkong and Lampac, same as No. 1.

4—South coast of China between Hongkong and Hainan, same as No. 3.

The clouds will be adopted.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI OPIUM DIVANS.

GRADUAL CLOSING SCHEME IN FORCE.

ANOTHER REDUCTION IN DECEMBER.

[From Our Own Correspondent.]

Shanghai, 30th July, 12.45 p.m.

The Municipal Council have decided that the second quarter of the total number of opium divans in Shanghai shall be compulsorily closed on the 31st of December next.

[Reuters.]

The Foreign Office Vote.

LONDON, 28th July.

In the House of Commons, Sir Edward Grey, in the debate on the Foreign Office vote, said he welcomed the Turkish constitution, and that if the Turks were going to improve the whole government it was better that the Macedonian question should be settled than by the pressing of partial reforms on unwilling authorities. Great Britain, while not relaxing her watchfulness or desire for improvement in Macedonia, would, for the present, preserve a sympathetic and expectant attitude.

He deplored the misrepresentations of British policy as aimed at the isolation of Germany, and alluded to former constant friction with France and Russia, involving the danger of a breach of the peace, which our agreements with those countries had now removed. He declared that there was no more reason to suppose that our agreements were aimed at Germany than that the Triple Alliance was aimed at us.

France and Russia.

There have been prolonged conferences between President Fallieres, the Tsar, and the foreign ministers.

The Balkans.

The feature of the rejoicings at Constantinople is the outbreak of a strong pro-British feeling, due to the belief that the change in the regime is largely the outcome of British institutions.

HIGHWAY ROBBERY AT TAI PO.

SILVER SMITH VICTIMISED.

A most daring robbery was committed on the Tai Po Road shortly after noon yesterday.

A silversmith, named Fung Tai, residing at Kowloon City, was returning to his home.

Nearing Tai Po Au, he was tackled by two men, who were seated on the road. They threw him to the ground, gagged him with leaves, and stole from him a bag containing \$10 in cash and something like \$50 worth of clothing.

The robbers then disappeared in the direction of Tai Po.

The unfortunate silversmith made his way to Tai Po police station where he reported the matter.

TAI-PO WIFE'S APPOINTMENT.

PROMOTIONS FOR CHINESE OFFICIALS.

The following Imperial appointments, dated the 23rd July, have been notified by the Chinese Government.

(1) Yang Shih-shian, is made substantive Viceroy of Chihli and High Commissioner of the Peiyang Administration.

(2) Yuan Shu-hsun is made substantive Governor of Shantung province.

(3) Feng Hui, Governor of Anhui, is promoted to resign his post and await some other employment. Chu Chia-pao is appointed Governor of Anhui, vice Feng Hui and pending the former's arrival at Anking. Chi Chang (late Provincial Treasurer at Nanking) is appointed Acting Governor of said province.

Chai Chao-chang is appointed Acting Governor of Kiang, vice Chu Chia-pao, transferred to Anhui.

(4) Wu Tsung-yao is given the brevet rank of a Manchou Assistant Military Governor and appointed Assistant Imperial Resident at Lhasa, vice Chang Yiu-tang. Wu Tsung-yao is granted the usual facilities offered by the Imperial Courier Post to transport himself and staff to his destination.

(5) Su Cho-k'uei is given the rank of the Naiman Mongols, is given the decorations of the Three-armed Peacock Feather.—N. C. D. News.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (Glenary) 31st Inst.

French (Yarra) 31st Inst.

The Russian s.s. *Arctura* left Singapore on 27th inst. p.m., and may be expected here on 3rd prox.

The N. G. I. s.s. *Indra* left Singapore for this port yesterday, and may be expected here on or about the 4th prox.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Yokohama at 1 p.m. on 29th inst., and left again at 4 p.m., same day, for Kobe, where she is due to arrive at 4 p.m. on 30th inst.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Nagasaki at 5.30 a.m. on 30th inst., and leaves again at 4 p.m., same day, for Kobe, where she is due to arrive at 7 p.m. on 31st inst.

The M. M. Co.'s s.s. *Yarra*, with the French mail of the 31st inst., and mails from London of the 4th inst., will leave Saigon on 31st inst. at 7 a.m., and may be expected to arrive here on 2nd prox., and will leave for Shanghai and Japan on the same afternoon.

HONGKONG CANTON AND MACAO STEAMBOAT CO. LD.

HALF-YEARLY REPORT.

The Report of the Board of Directors to the ordinary half-yearly meeting of shareholders to be held at the office of the company, on Tuesday, the 11th prox., at 12 o'clock noon, reads:—

The directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 30th June last.

After paying running expenses, salaries, premia of insurance, repairs and all other charges there remains, including \$16,437.07 brought forward from last account, the sum of \$153,905.84 at credit of profit and loss account. From this amount the Directors recommended that a dividend for the Half-year of one dollar and twenty-five cents per share, or \$100,000 be paid to shareholders, \$10,000 to be written off book value of steamers, \$3,000 to be written off wharves and properties, \$17,500 to be transferred to depreciation and insurance fund, \$5,000 to special repairs fund, leaving a balance of \$17,735.84 to be carried forward to new account.

Additional wharfage facilities being (and necessary to cope with our Hongkong-Macao trade, the company has acquired the valuable site and wharf situated at the junction of Wing L. Street and Des Voeux Road.

The small steamer *Lungchow*, having been disposed of, the steamer *Hoi-San*, a vessel very suitable for the Canton-Macao line, was purchased and is now working very satisfactorily on the run.

The regrettable loss of the Company's jointly owned steamer *Pusan* occurred on the 8th June. The insurance claims have been forwarded and will be settled in due course.

The usual overhaul and repairs have been effected during the half-year and the steamers are all in good running order.

During the half-year the *Hongkong*'s main deck has been sheathed with pine wood, a new hull has been constructed for the *Kinman* and a new galvanized iron roof shed has been erected on the Wing Lok wharf. The cost of these items have been debited to the special repairs fund.

Messrs A. Haupt, A. Fuchs, and E. Goetz, resigned their seats on leaving the Colony and Messrs G. Friesland, C. Brodersen and W. Helms were nominated by the directors to fill the vacancies, subject to confirmation by the shareholders at this meeting.

In accordance with the articles of association Messrs C. Hjel and C. H. Ross retire from the Board by rotation, but being eligible, offer themselves for re-election.

The retiring auditors, Messrs A. O'D. Gould and W. H. Potts, offer the services for re-election.

R. SHAW, Chairman.

Hongkong, 2nd July, 1918.

JAPANESE SHIPPING LOAN.

Tokio, 10th July.

General Cann, President of the Town Kien Kaisha, who is staying in New York, has arranged for a loan of \$10,000,000 (gold) from Mr. H. S. Hill, of the firm of Kahn, Lieb & Co., of New York. An special security is given.—N. C. Daily News.

Shipping.

Nyanga, Br. s.s. 4,180, H. S. Bradshaw, 29th July, London 29th inst. and Singapore 29th July, Gen.—O. S. N. Co.

Glenora, Br. s.s. 3,000, McGillivray, 29th July, Shanghai 29th July, Gen.—McG. B. & Co.

Kwanlee, Ch. s.s. 1,460, D. Linen, 29th July, Shanghai 29th July, Gen.—M. S. N. Co.

Silver, Br. s.s. 1,747, F. Lamson, 29th July, Hongkong and Hainan 29th July, Gen.—H. & S.

Sovereign, Br. s.s. 1,000, W. Shenton, 29th July, Manila 30th July, Gen.—D. & Co. T. d.

Yoda Maru, Jap. s.s. 1,700, Koshi, 29th July, Molli 30th July, Gen.—M. R. K.

Williamson, Am. gunboat, 1,200, Comdr. W. R. Pugh, 29th July, Amoy 29th July, Bellinshon, Br. s.s. 1,727, T. Bartlett, 29th July, Liverpool 29th inst., and Manila 29th July, Gen.—B. & S.

Looset, Ger. s.s. 1,050, G. Schulzen, 29th July, Hankow 29th July, Rice and Gen.—M. & Co.

Kwanlee, Br. s.s. 1,428, W. P. Pater, 29th July, Canton 29th July, Gen.—J. M. & Co.

Hanchow, Br. s.s. 900, Mawley 29th July, Canton 29th July, Gen.—B. & S.

Yamato Maru, Jap. s.s. 2,200, J. S. Hands, 29th July, B. S. N. Co. 29th July, and Singapore 29th July, Gen.—N. V. K.

Amoy, Br. s.s. 1,700, F. P. Pater, 29th July, Hanchow and Hainan 29th July, Gen.—J. & Co.

Solent, Nor. s.s. 1,200, H. M. M. 29th July, Hanchow 29th July, Rice and Gen.—A. R. M.

Dalla Maru, Jap. s.s. 1,000, I. Sakurai, 29th July, Tamsui via Amoy and Swatow 29th July, Gen.—O. S. K.

Inveran, Br. s.s. 1,200, 29th July, Newcastle 29th July, Gen.—A. K. & Co.

Clearances at the Harbour Office.

Swatow, for Swatow.

Yamato Maru, for Shanghai.

Kwanlee, for Shanghai.

Kwanlee, for Canton.

Kwanlee, for Bangkok.

Glenora, for Hongkong.

Kwanlee, for Shanghai.

Nyanga, for Canton.

Silver, for Swatow.

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